

**AMENDMENTS TO THE SPECIFICATION**

*Please revise paragraph [0012] of the specification as follows:*

[0012] The present invention will become fully understood from the detailed description given hereinafter and the accompanying drawings which are given by way of illustration only, and thus are not limitative of the present invention, and wherein:

FIG. 1 is a side view of a motorcycle according to an embodiment of the present invention;

FIG. 2 is an enlarged view of a portion of FIG. 1;

FIG. 3 is a plan view of a front portion of a vehicle body frame according to an embodiment of the present invention;

FIG. 4 is an enlarged sectional view of the front portion of the vehicle body frame taken along line 4-4 in FIG. 2;

FIG. 5 is a vertical sectional view of the pipe members and engine hangars taken along line 5-5 in ~~FIG. 2~~ FIG. 3;

FIG. 6 is an enlarged view as seen in the direction of arrow 6 in FIG. 1;

FIG. 7 is an enlarged view as seen in the direction of arrow 7 in FIG. 1;

FIG. 8 is a sectional view taken along line 8-8 in FIG. 7;

FIG. 9 is a sectional view taken along line 9-9 in FIG. 2;

FIG. 10 is a sectional view taken along line 10-10 in FIG. 6;

FIG. 11 is an enlarged view of a principal portion of FIG. 6;

FIG. 12 is a view as seen in the direction of arrow 12 in FIG. 11;

FIG. 13 is a partial, sectional plan view as seen in the direction of arrow 13 in FIG. 12;

FIG. 14 is a sectional view taken along line 14-14 in FIG. 13;

FIG. 15 is an enlarged view as seen in the direction of arrow 15 in FIG. 2;

FIG. 16 is an enlarged sectional view taken along line 16-16 in FIG. 2;

FIG. 17 is a sectional view taken along line 17-17 in FIG. 16;

FIG. 18 is an enlarged sectional view taken along line 18-18 in FIG. 2; and

FIG. 19 is a sectional view taken along line 19-19 in FIG. 18.

*Please revise paragraph [0018] of the specification as follows:*

[0018] Each of the pipe members 31 is curved in an outwardly convex shape with respect to a longitudinal centerline of said motorcycle frame F at a longitudinally intermediate position of each pipe member when viewed from a top view ~~(FIG. 4)~~ (FIG. 3), and is curved in an upwardly convex shape with respect to the longitudinal centerline of said motorcycle frame F at the longitudinally intermediate position of each pipe member when viewed from a side view ~~(FIG. 1)~~ (FIG. 1). FIG. 5 is a sectional view of the pipe members and engine hangars taken along line 5-5 in FIG. 3. Further, as can be seen in FIG. 5, a distance D1 between lower portions 31L at the longitudinally intermediate position of each pipe member 31 is greater than a distance D2 between than upper portions 31U at the longitudinally intermediate position of each pipe member 31. ~~Each~~ As can be seen in FIGS. 2, 3, and 5 each of the pipe members 31 includes an inner wall 31a and an outer wall 31b; the inner wall 31a is formed

with a substantially continuous inwardly and downwardly facing concave surface an overall length of each pipe member 31 and with respect to the vertical direction of each pipe member 31. The Further, as can be seen in FIGS. 3, 4, and 5, the outer wall 31b of each pipe member 31 is formed with a substantially continuous outwardly and upwardly facing convex surface and is substantially parallel with the inner wall 31a. Each pipe member 31 is bent in a plane PL orthogonal to the inner wall 31a so as to be convex outwards in a sideward direction at a longitudinally intermediate portion of the pipe member 31. After the bending work, both pipe members 31 are connected contiguously to the gussets 22b while tilting so as to approach each other as they extend upward.